

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

Letters and packages should be properly sealed. Rejected communications will not be returned.

Volume XXIV.....No. 93

AMUSEMENTS THIS EVENING.

WALLACK'S THEATRE, Broadway and 12th street.—SCHOOL.

FIFTH AVENUE THEATRE, Fifth avenue and Twenty-fourth street.—M. F. PERCIVAL.

OLYMPIC THEATRE, Broadway.—HENRY DUMPEY, WITH NEW FEATURES.

GRAND OPERA HOUSE, corner of Eighth avenue and 54th street.—THE TEMPEST.

BOVEY THEATRE, Bovey.—THE SEVEN DWARFS; OR, HARKLEIN AND THE WORLD OF WONDERS.

BOOTH'S THEATRE, 22d st., between 5th and 6th ave.—ROMEO AND JULIET.

WOOD'S MUSEUM AND THEATRE, Thirtieth street and Broadway.—Afternoon and evening performances.

BROADWAY THEATRE, Broadway.—THE EMERALD RING.

NIBLO'S GARDEN, Broadway.—THE BURLESQUE EX-TRAVAGANZA OF THE FORTY THIEVES.

WATERLEY THEATRE, 114 Broadway.—ELIE HOLZ'S BURLESQUE COMPANY.—IVANHOE.

THEATRE COMIQUE, 114 Broadway.—COMIC SKETCHES AND LIVING STATUES.—PICTO.

UNION LEAGUE CLUB THEATRE, Madison av. and 8th st.—THE FACTORY GIRL.—TRYING IT ON.

ACADEMY OF MUSIC, 14th street.—GERMAN DRAMA.—TIEP.

GERMAN STADT THEATRE, Nos. 45 and 47 Bovey.—DER KALFMAN VON FLENDING.

THE TAMMANY, Fourteenth street.—THE HOUSE OF MARRIAGE.

MRS. F. R. CONWAY'S PARK THEATRE, Brooklyn.—ARABIAN NIGHTS.

NEW FRANCISCO MINSTRELS, 93 Broadway.—ETHIOPIAN ENTERTAINMENTS.—SING OF THE BLOOD.

RYAN'S OPERA HOUSE, Tammany Building, 14th street.—ETHIOPIAN MINSTRELS, &c.

TONY PASTOR'S OPERA HOUSE, 201 Bovey.—COMIC VOCALISM. NEW MINSTRELS, &c.

NEW YORK CIRCUS, Fourteenth street.—EQUESTRIAN AND GYMNASTIC ENTERTAINMENT.

STEINWAY HALL, Fourteenth street.—LECTURE.—"BRASS AND ITS REPAIRS."

MOORE'S OPERA HOUSE, Brooklyn.—MOORE'S MINSTRELS.—THE 47 THIEVES, &c.

NEW YORK MUSEUM OF ANATOMY, 613 Broadway.—SCIENCE AND ART.

TRIPLE SHEET.

New York, Monday, April 5, 1869.

THE HERALD IN BROOKLYN.

Notice to Carriers and Newsdealers.

BROOKLYN CARRIERS AND NEWSMEN will in future receive their papers at the BRANCH OFFICE OF THE NEW YORK HERALD, No. 145 Fulton street, Brooklyn.

ADVERTISEMENTS AND SUBSCRIPTIONS and all letters for the NEW YORK HERALD will be received as above.

THE NEWS.

Europe.

The cable telegrams are dated April 4.

The Spanish Minister of War has asked the Cortes for a contingent of 80,000 men for the present year. The Spanish government has made a request of the French authorities that Gonzales Bravo, late Prime Minister to ex-Queen Isabella, and now living in France, be examined in relation to his alleged complicity in a plot against the life of Admiral Topete.

The actual demolition of the walls of the fortress of Luxembourg has been commenced.

Egypt.

A despatch from Alexandria, received in London yesterday, states that a plot to assassinate the Viceroy has been discovered and frustrated. Several suspected persons have been arrested.

Mexico.

Civil war in the State of Tamaulipas continues to rage with unabated fury. A party of rebels under Vargas defeated Escobedo's troops near Villagrasa, capturing his equipment, archives and \$27,000 in specie. The same party attacked the city of Linares, but were repulsed with heavy loss. Escobedo's policy towards the rebels is of the most bloody, relentless character. Nothing but extermination satisfies him. He has given orders to have shot all foreigners who are not provided with passports. Two American traders on their return from Saitillo to the Rio Grande were robbed by the military, shot and their bodies hung up to the trees.

Miscellaneous.

Considerable sickness prevails in diplomatic circles at Washington. The wife of the British Minister has been suffering from an aggravated sore throat, but is now pronounced out of danger; while the Italian and Swedish Ministers are both dangerously ill.

The attention of the President has been called to the very diverse opinions of the operations of the new Treaty of Commerce bill entertained by the two houses of Congress. The construction put upon the bill in the Senate is that if no nomination is confirmed the office of Secretary of State resumes its office at the end of the session of Congress; while the House holds that if the President does not send to the Senate a satisfactory nomination then the office becomes vacant at the end of the session. The President has not yet signed the bill; but it is asserted that he places the same construction upon the bill as does the House, and with this understanding, it will receive his approval.

The order of the Treasury Department forbidding the payment of taxes in national bank notes the least mutilated, no matter how neatly repaired, has called forth protests from collectors, who say it will be utterly impossible to collect taxes unless they can receive such national bank notes as pass current in all business transactions and are received on deposit by all banking institutions.

President Grant has tendered to General Sickles the mission to Mexico. The nomination will be sent to the Senate immediately if General Sickles accepts the appointment.

In compliance with a request of the House of Representatives the Secretary of State has furnished a list of the vessels captured or destroyed by rebel cruisers during the late war. The list is compiled from documents filed by owners, underwriters and masters of vessels which have been destroyed, in support of their claim for indemnity.

Mr. Fabens, the Dominican Envoy, presented to the House Committee on Foreign Affairs, on Friday, a duly authenticated statement of the industrial and financial condition of the Dominican Republic, which was received with much satisfaction.

President Baez has appointed Professor Gabb, of Philadelphia, Geologist of San Domingo. The Professor will at once commence a full mineralogical and geological survey of that republic.

From a census taken in 1865, under the direction of Mr. Deimar, Director of the Bureau of Statistics, by the assessors of the several States, it is shown that the white population of the island numbered 23,291,981; colored, 4,659,482. Total, 27,951,463. The entire population of the States, District of Columbia and the Territories amounted to 38,421,995.

James Decker, engineer of the tugboat Syracuse, lying at the dock in Hoboken, yesterday morning while attempting to raise a bucket of water slipped and fell from the deck of the boat into the river and was drowned.

The St. John Safety Fund building, of Philadelphia,

this, was entered between six o'clock A. M. and six o'clock P. M., yesterday, the safe broken open and its entire contents, amounting to nearly \$1,000,000, stolen. Of the stolen property over \$600,000 was in greenbacks.

The City.

The new Roman Catholic church, St. Bernard's, in West Thirtieth street, near Tenth avenue, was dedicated to divine service yesterday. Rev. Dr. Stars, Vicar General of the diocese, officiated at the high mass as celebrant, with Rev. Fathers Quinn and Hughes as deacon and sub-deacon. Archbishop McCloskey, with cape, mitre and crozier, occupied the throne and delivered the sermon. The ceremonies, led by the Archbishop, were of the most solemn and impressive character.

While Mr. John E. Faulkner, of 224 Bovey, was on his way home about two o'clock yesterday morning, he encountered four young men, who, upon his refusing to treat them, robbed him of a small sum of money and a gold watch. Two of the robbers were arrested on the spot, but the others escaped with their booty.

Three sailors entered the barroom of Daniel Galvin, 152 Furman street, Brooklyn, last evening. After partaking of liquor an altercation ensued, when Galvin drew a pistol and shot one of the party, named William Campbell, in the hand. Galvin was arrested and looked up to await examination.

Two shoplifters, Mary Morgan and Ellen Drake, while examining goods at the store No. 300 Bovey, on Saturday, attempted to steal a lot of lace valued at eighty dollars, but were discovered, arrested and yesterday morning were taken before Justice Dodge, who committed them for examination.

Prominent Arrivals in the City.

Ex-Governor J. G. Smith, of Vermont; Comptroller W. F. Allen and James Terwilliger, of Albany, are at the Fifth Avenue Hotel.

H. C. Nelson, of the United States Navy; L. S. Huntington, of Montreal, and E. Van Allen, of Albany, are at the Hoffman House.

Captain C. W. Pickering, of the United States Navy, and John B. Alley, of Massachusetts, are at the Astor House.

General A. C. Nufen, of Illinois; Charles M. Boutwell, of Massachusetts; E. L. Hueston, of the United States Army, and Major James Edwards, of Saratoga, are at the Metropolitan Hotel.

J. R. Auger, of Montreal; Theo. A. Roper, of Tennessee, and Major J. B. Neal, of Norfolk, Va., are at the Maitly House.

Captain the Hon. Fox Powsy, of the Sixty-ninth regiment, British Army; V. H. Cole, of Toronto, and George F. Bangs, of Boston, are at the Brevoort House.

Governor L. Fairchild, of Wisconsin; Ambrosia Valente, and Emilio Blanchet, of Cuba, are at the St. Denis Hotel.

W. H. McCartney, Collector of Internal Revenue; W. C. Church and H. C. Nevins, of Boston, are at the Westminster Hotel.

Captain the Hon. W. Ward, of the British Legation at Washington, is at the Clarendon Hotel.

Prominent Departures.

Ex-Postmaster Randall, General Fremont, Mr. Bentley, Congressman Oakes Ames, C. H. Shelley and J. N. Courtney left yesterday for Washington. Lieutenant Henry Jackson and E. M. Muller, for Philadelphia; General Tibbitts, for Troy; A. Van Vechten, for Albany, and J. S. Gideon, for Pittsburgh.

The Pacific Railroad—The Quarrel for the Spoils.

The desperate onslaught of Fisk, Jr., to effect an entrance into the Union Pacific Railroad "ring," and the sturdy defence of those who have possession of the spoils, are giving to the public some developments of rare interest. To understand the case it is necessary to examine into the financial formation of that gigantic concern called the Union Pacific Railroad Company. It was created by Congress in 1862, and in an additional act of 1864 the stipidity of our Congressional lawyers virtually placed in the hands of the company the power to destroy all government interest in the road by allowing an issue of first mortgage bonds to take precedence of the amount per mile given by the original act. The company, therefore, in 1864 found itself in possession of means far more than adequate to the required purpose of building the road.

In the meantime a favored few, principally originators and directors of the company, had been permitted to subscribe to the stock, and, on the surface, a certain percentage of the subscription was called in. The resources, exclusive of capital stock, were, by the company's own estimate, as follows:—

United States bonds on 517 miles, at \$15,000 per mile.....	\$8,272,000
United States bonds on 150 miles, at \$24,000 per mile.....	3,600,000
United States bonds on 433 miles, at \$22,000 per mile.....	9,526,000
Total.....	\$21,398,000

Issue of first mortgage bonds of equal amount.....25,328,000  
Land grant of 12,500 acres per mile, at \$1 50 per acre.....21,250,000  
Total.....\$76,776,000

But these 14,080,000 acres of land are and were worth more than one dollar and fifty cents per acre, as above estimated; for Congress itself passed an act refusing to sell its own reserved alternate sections for less than two dollars and fifty cents per acre. This price would swell the above amount to \$93,856,000, giving \$85,328 per mile for the eleven hundred miles—a little more than twice the cost per mile of the railroads of Massachusetts and Ohio, a cost which the Pacific Railroad should not exceed, especially as its maximum gradient is ninety feet to the mile. From the manner in which the road has been built it is probable that, even with the excessive cost of transportation, the expenditures have not exceeded the average cost of roads in the States above named.

With \$55,328 per mile with which to build the road, and the stock already a clear gain, it became a problem with the directors, or stockholders, as you please, to devise some method of pocketing whatever surplus of the above amount there might be after deducting the cost of the road. Even with prodigal management, and estimating the cost at \$55,328, this surplus could not be less than \$30,000 per mile, or about \$36,000,000—certainly a most tempting bait for the keen brains that managed it to evade the law and grasp the vast pile.

For president and directors to take contracts signed by themselves, for themselves, and at their own prices, would be a manifest breach of law and of New York financial morality which even the United States government could not stand, especially where so few of its Congressmen and officials were interested. The astute managers, therefore, resorted to the French idea of the Credit Mobilier, and, to do the business quietly and avoid disagreeable complications and personal responsibility, obtained a charter from the Quaker State of Pennsylvania. The incorporators and stockholders were the same as the Pacific Railroad Company, and this chameleon only changed its color that it might absorb instead of reflect the golden light that shone upon it. To still further stand within the pale of the law it was considered best to look for a contractor in Nebraska, and a Mr. Hoxie conveniently appeared with a contract for 247 miles of the road. He very naturally, unable to carry out his contract, applied in due time to the Credit Mobilier for aid. This company

loaned him money and became his financial go-between in the transfer of cash from the Union Pacific safe to the safe of the Credit Mobilier, which it is proven is the same strong box. The balance of the road has been managed somewhat differently. It has been let under contract to Oakes Ames and Davis. The former is a member of Congress and has been working hard lately to get the company's affairs entirely removed to the jurisdiction of the District of Columbia. It appears that every stockholder has an interest in the Ames and Davis contracts—that is, these men represent the Union Pacific Railroad, the Credit Mobilier, or the contractors, or the stockholders. Quiet citizens, who are assessed for taxes, can "pay their money and take their choice." The contractors were thus kept in the family.

The great game moved on to fortune. The stock, for sake of show, had been assessed and paid from one pocket into the other by making enormous dividends from the Credit Mobilier branch of the company. The safe was not sufficiently large to hold the plethoric stream which swelled, according to the sworn statement of a director, to \$30,000,000 of profits.

Here Fisk, Jr., appears on the scene, having probably scented out the game and determined to share the plunder, which looked fatter even than Erie. He subscribed in 1867 for \$2,000,000 of stock, and by some means obtained elsewhere by purchase six shares more. He tendered to the treasurer the cash ostensibly paid in on each share—fifty-five per cent; but the treasurer refused to accept it, for it would have given Fisk, Jr. a share in "thirty millions" of spoils, which would have restored him his cash with an enormous existing profit and a still greater future one. At a stockholders' meeting they also kept Mr. Fisk, Jr., out in the cold upon his six shares of stock, and have, even on this small amount, never let him into the golden "ring."

"Erie," therefore, declared war against the Union Credit Pacific Mobilier Company, and on July 3, 1868, made a startling affidavit before Judge Barnard as to the transactions of the concern. This resulted in an injunction against the company, or its two branches, which has finally been productive of the litigation which has lately been so prominent in our Supreme Court. After a hot contest among the lawyers, to see if the case should be removed to the jurisdiction of the United States Courts or retained in our Supreme Court, a receiver has been appointed, additional affidavits made and some startling evidence elicited, going far to confirm the statements above made. Even a United States Commissioner is charged with having been bribed with \$25,000 to accept the last twenty mile section, so that the plunderers could at once put their hands on the government loan. It is stated also that large detours have been made in the road line for the purpose of increasing the length and thereby swelling the government subsidy.

The great contest for the past few days has been to get possession of the books of the company, and this has finally been done in part by ordering the safe of the company to be forced open. The evidence elicited from them is as yet meagre. A long and exhaustive examination will be required to demonstrate the exact condition of the company's affairs, which, from the general mixture of Credit Mobilier, Union Pacific, contractors, directors and stockholders, will give ample food for hungry lawyers, railroad speculators and managers. In the list of the stockholders the name of Fisk, Jr., appears twice.

Up to the present moment the developments made are startling, and they show the general features of the most gigantic swindle ever perpetrated under the shadow of the law. The great mistake made in carrying it out has been the leaving of a very few of the minor and unobtrusive stockholders out in the cold in the division of the spoils. Hence the assault of Fisk, Jr., upon their works. In the suit at law it is doubtful if Fisk, Jr., can prove himself entitled to more than six shares of stock; but those six shares are masters of the principles involved, and may, if well handled by the owner and his lawyers, cause the company to disgorge the millions they have virtually plundered from the United States people by their system of management in the trust confided to them. To increase their gains and prepare for the final grand financial stroke, as yet unplayed, it may well be imagined that, upon a thorough engineering examination of the road, it will be found that everything has been sacrificed to the single desire of distance, for through distance the public treasury of the people has been tapped continuously. It is easy to deceive the political commissioners with reference to the location, gradients, curvature, ditching, width of excavations and embankments, quality of culverts, bridgework and general superstructure. The numerous wornout and broken-down locomotives are the best proof of the ruinous condition of the track. All these things tell us of the necessity of rebuilding the road before it can carry freight to advantage. The money required to put the road in order will not permit the payment of the interest on the first mortgage bonds for some years. The holders may, in consequence, foreclose the mortgage and cause the government interest, of sixteen, thirty-two and forty-eight thousand dollars per mile, to disappear. The holders of the greater part of these first mortgage bonds are the Union Credit Pacific Mobilier Company, Congressmen, president and directors, stockholders and contractors. Unless the government looks to the interests of the people of the United States in our great Pacific Railroad we may expect to see it pass, as a clear profit, into the hands of those by whom, under the guise of law, it has been so cleverly manipulated.

THE SHAD-BELLY INDIAN RING.—The Chicago papers are getting alarmed at the prospect of the Philadelphia Quakers running the Indian machine. One of them says:—"Whenever you see a man with a shad-bellied coat and a broad-brimmed hat, spot him. Nine times out of ten he will be nothing but an 'Indian ring' in disguise."

NEW USES FOR THE CONSTITUTION.—A Western paper affirms that the constitution of the United States is now understood to have been ordained in order to form a more perfect Union, establish justice, insure domestic tranquillity, provide for the common defence, promote the general welfare, secure the blessings of liberty and maintain Miss Vinnie Ream in the pig iron business.

A Bold National Policy Relative to Cuba.

The order of the President to Admiral Hoff, in command of our naval forces at Cuba, to protect all American citizens, looks like business and a decided policy. The high-handed outrages on American citizens, to say nothing of the inhuman atrocities and uncivilized mode of warfare of the Spaniards, called for this prompt and decided action of General Grant. But it is to be hoped our government will go further than this and recognize the independence of the Cubans. The resolution reported by the House Committee on Foreign Affairs should be passed by Congress at once, and the President should lose no time in acting upon it. Our countrymen whose interests or convenience compel them to reside temporarily in Cuba are at the present moment placed in the greatest peril, through the bitter hatred for everything American which animates the mob of volunteers now ruling the government and the island. To add to their perplexity diplomatic intercourse in their behalf is denied to our Consul General in Havana, and they must either look for redress in case of wrong to the tardy action of a government three thousand miles away from the scene or cling to the action of our government in their behalf. In the emergency it is right and just that our naval commanders should be authorized to interfere in behalf of our countrymen.

There can be no doubt that the people of Cuba desire their independence and are determined to acquire it at any cost. This much at least has been developed in the progress of the revolution. That fact alone should be sufficient to call for the sympathy and support of the American government and people. Then the barbarity of the Spaniards in the war calls for the protest or interposition of this neighboring republic, and, indeed, for the protest of the whole civilized world. But there is another important reason why the United States should take a bold national policy with regard to Cuba. We have vast interests at stake—a large trade, and prospectively a much larger one, and a broad American policy to carry out. The opportunity has come, as far as regards Cuba, to apply the Monroe doctrine of excluding, as far as practicable, European Powers from this Continent. What would such a man as Bismarck do in such a case? What would the man who seized and annexed the small German States, in carrying out a grand national policy for Prussia, do under such circumstances? What would Napoleon, England or Russia do? Proclaim the independence of Cuba at once, and, if desirable, annex it. There would be no half-way measures or hesitation. What would General Jackson have done—that brave old American who seized Florida, when a colony of Spain, on high national grounds? Let Congress and President Grant take the same high ground and settle the question at once. Any half-way measures of a quasi recognition of belligerent rights may lead to diplomatic complications with Spain and other European Powers. General Grant has done well in his order to Admiral Hoff. Let us see if he has the stuff of Bismarck or General Jackson in him to go further, and settle at once and forever the Cuban question.

CUPID AND REVOLVERS.—The Toledo Blade suggests that if there are to be many more murders and suicides by weak-brained lovers Cupid must be pictured with a revolver in his hand instead of the emblematic bow and arrow.

TEXAS AFFAIRS IN CONGRESS.—The Reconstruction Committee have closed the argument in the case of the contending delegations from Texas, and may soon be expected to report. From the testimony of the *ab initio* delegates, who oppose the voting on the constitution in July and clamor for a division of the State, it seems that they have no objection to the constitution itself, nor do they think the present time the right one to make the division of the State; but they want everything to be set aside because they did not succeed in ruling the recent republican convention in Texas.

On the other hand, General Hamilton and a large number of the Texas republicans claim that everything has been obtained that is really desired, and ask that they be permitted to reconstruct government there. The response of their opponents is that the constitution does not discriminate enough persons in the State. Our idea is that if a republican form of government can be secured only by sweeping disfranchisement of the people it must be a very curious and contradictory republic.

A BEATIFUL OFFICE-HUNTER.—The Spencer (Indiana) Journal states that a healthy male patriot is now after the Post Office at that place—at present held and ably administered by a widow who lost three sons in the army.

MUCH LABOR AND SMALL RESULTS.—The Legislature, which has been in session now nearly sixty working days, has had before it for consideration an average of a hundred bills a day. Of these only about one for each day has become law. This is a small result of so much work and time. In the remainder of the session there will doubtless be as many more bills acted upon, in one way or another; but as hundreds of the new ones as well as the old will come under the title of special legislation, they must come also under the ban of Governor Hoffman, who will dispose of them summarily. The sunshine of May is likely to enliven the earth before the present session expires.

MAYOR HALL is up in Connecticut "lectrifying." One would think he had subjects enough around the City Hall, animate and inanimate, to lecture on, without going to the Nutmeg State for material.

THE POOR RAILROAD CORPORATIONS.—The directors of nearly all the railroad corporations east and west have declared before the joint committee of the Legislature that if the *pro rata* system of carrying freight was adopted the roads in this State would be ruined. Indeed, one of them said that it would be equivalent to taking up the rails at once. Now all the symptoms appear to be that the *pro rata* bill will pass. If so what will the poor railroad men do? Must they all go into the opera business?

SCALPED.—The Ottumwa (Iowa) Courier had a new kind of obituary of Andy Johnson—that the Chicago Post calls not only original, but aboriginal. It scalped the deceased.

Mr. Boutwell's Statement of the Public Debt.

The new Secretary of the Treasury, in making out the monthly statement of the public debt, has marshalled his figures in a way somewhat different from that of his predecessor. The principal difference is that Mr. McCulloch included the bonds issued to the Pacific Railroad and its branches as a part of the debt, and that Mr. Boutwell does not so include them, but appends a separate table simply showing how much these bonds amount to and what interest has been paid on them. Now it may be said that this is the same thing and is not worthy of notice; but that would be a mistake. Mr. McCulloch was right and acted honestly in adding the bonds issued to the Pacific Railroad to the debt, for they are a part of the debt. The government is bound for both the principal and interest, and in all probability will have to pay the whole if they be ever paid. Mr. Boutwell seems desirous of covering up the important fact that the national debt is increasing all the time through the issue of these bonds, by endeavoring to make it appear that they are merely a loan, and that another party and not the government is responsible. Over fifty-six millions in bonds have been issued already, and the government is bound for the whole. Talk about the Pacific railroad companies ever paying the principal of this debt; why, they do not begin, and we suppose never will begin, to pay the interest. There is now over four millions of accrued interest, and all that the government has received has been about one million three hundred thousand. But this amount the government would never have got had it not been taken out in transportation of troops, supplies, and so forth. After deducting these charges against the government as payment in part of interest on the bonds there still remains a balance of interest due of over two millions eight hundred thousand dollars. The fact is, these Pacific railroads, though valuable and necessary works, are a fraud upon the government and public. Their bonds are as much a part of the national debt as the five-twenty-fives, for if ever paid they will have to be paid by the government. Mr. Boutwell is only throwing dust in the eyes of the people by endeavoring to represent them in any other light.

FISK ON GRAMMAR.—Fisk wants to have certain passages in one of the numberless Pacific Railroad papers "parsed" for his benefit, and so that he can understand it. We wish some one would parse the whole story from beginning to end, if that will make it any easier to understand; but we fear it will not. It could not make it worse than it is.

SING SING AND THE ALBANY PENITENTIARY.—In spite of the opposition to the employment of convicts at mechanical labor, the bill proposing to transfer a hundred convicts from Sing Sing Prison to the Albany Penitentiary has passed the Legislature. There are many reasons why this measure should be adopted. First, the State Prison is crowded far beyond its capacity or its means of keeping the inmates in proper subjection. Again, the late disgraceful scene enacted there, terminating in the death of an unfortunate prisoner, although the Coroner's jury could find no murder in it, has not escaped public censure, and proclaims loudly against the bad discipline of that prison. Lastly, there is plenty of accommodation in the Penitentiary, which is reputed to be the best managed institution of the kind in the country. The fact that the convicts so transferred may be engaged to aid the contract system which prevails in the Albany Prison, to the detriment of the mechanical classes, is a poor argument against the voice of humanity. Let a hundred convicts, then, or five hundred, if necessary, be sent from the overcrowded den at Sing Sing to more convenient and safe keeping at Albany.

NO JOKE.—One of the Indian ring in Washington the other day was required to subscribe to an oath, and was asked if he had any mental reservation. He replied no, but that he had his eye upon a very fine Indian reservation in Dacotah.

OPENING A SAFE.—That was a queer scene in a financial story that transpired the other day in front of the safe of the Pacific Railroad Company, where sledge hammers, drills and muscle came in as part of the material of an argument between bankers. Strange have been the changes that have taken place in the experience of men endeavoring to secure valuables. The earliest "bank" was a cave near the city, and the city funds and valuables were made safe therein by the mere weight of the stone that closed the mouth of the cave. Thieves did not go in strength to move it, and the citizens did. From that original, by way of all the devices and tricks of locks and keys, we seem to have come again to the mere resistance and dead weight of matter.

ANOTHER GIFT ENTERPRISE.—Andy Johnson calls Grant's Cabinet a gift enterprise, by which he means that it is not a paying concern.

IN THE CASE OF LONGSTREET treason is made infamous by putting it into a collector's office in New Orleans, where nearly everything else is and always has been infamous. Such a confirmation, despite the protests of men so different as Cameron, Sumner and Brownlow, is not, we fancy, the Senate's answer, yes or no, as to the status of former rebels, but it is a demonstration of Grant's strength in the Senate.

LET EVERY CONNECTICUT BOY remember that this day he is expected to do his duty, his whole duty, and a little more than his duty. Men of the Land of Steady Habits! Remember that one vote may save your liberties, your children's liberties, and the liberties of your children's children—except niggers and Indians not taxed. Vote early—not oftener than you find it necessary—and after the battle has been fought and won go home early and leave skyrocket whiskey to the vanquished.

GENERAL GRANT'S PLUCK.—This Chicago Tribune says whether General Grant signs the Tenure of Office bill or not "it is hardly possible that he can approve it." If signing the bill is not the act of approval what is it? Here is an opportunity for General Grant to show his pluck and join issue with Congress on the absolute repeal of the whole odious and insulting law.

New City Railroads in Prospect.

If the good nature and good humor of the members of Assembly which characterized their last evening session on Friday should continue very long we would be likely to be overrun with city railroads, and all the numerous schemes for gridironing the city which are now before the Legislature would probably prove successful. In the exuberance of the hour many railroad bills that had been dragging through the House in the face of repeated opposition were rushed, almost without question, to a third reading on that occasion. The bill for the One Hundred and Twenty-fifth street road was one of these, an amendment providing that when the profits shall exceed ten per cent on the capital actually paid in the surplus shall be applied to the support of schools in New York city, being voted down by a large majority. The Elevated Upper Tier Railroad was another of the lucky ones that went through without opposition.

The country roads came in for their share of the beneficent mood of the members. The Plattsburg and Whitehall road, which had been fighting a stormy battle since the commencement of the session, was passed quite amiably, together with an appropriation of three hundred and sixty-five thousand dollars, to be paid at the rate of five thousand dollars for every mile finished. The Washington and Buffalo road, carrying an appropriation of two hundred and fifty thousand dollars, went the same way. In fact, Friday might be called railroad day in the House, and Good Friday for the railroad jobbers. The Senate has still in hand the Broadway Surface road, with strong probabilities of its passage.

CHANCE.—The Louisville Courier-Journal says the negro is as much a chattel as he was before the war; that then he belonged to the white man, but now he belongs to the Devil. A Western paper thinks that may be true and still the negro's condition be improved.

A HANDSOME ACKNOWLEDGMENT.—The Richmond Enquirer states that its exchanges throughout Virginia, at every point where troops have been stationed, refer to their departure in kindly terms and speak of the mutual regrets expressed by the soldiers and citizens. The meaning of this is that the rank and file of General Stoneman's regiment have been taught by his high example to attend to the duties of the soldier, for which they were sent there, and to leave politics and local interests alone.

A MAYOR IN A NUTSHELL.—Recently a stranger in Wabash, Ind., addressed a little fellow whom he met as "Bub," and inquired where the Post Office was. "Bub" happened to be Mayor of the city, but he gave the desired information.

A GOOD LAW.—The Michigan Legislature has passed a law to punish the careless use of firearms, which provides for the fine and imprisonment of any person who shall aim, though without malice, any firearm at another. Here in New York it is difficult to punish a man who uses them with all the malice of his nature.

ANARCHY ON THE MEXICAN FRONTIER.—Our letter from Monterey, published in another column, presents a fearful state of anarchy and blood as prevailing on the south side of the Rio Grande, accompanied with the usual persecution of American citizens. The day that we cross the Rio Grande and extend peace and personal security to the Panuco will be hailed by the real people of Tamaulipas as a day of deliverance from their butchering leaders, who are a blot upon the age they live in.

ANDY JOHNSON AND GRANT'S CABINET.—Andy Johnson calls Grant's "gift enterprise Cabinet." On the same principle we suppose Johnson's Cabinet might have been called a "meek auction" Cabinet, from the number of sham real estate sales it engaged in.

A SOUTHERN SCINTILLATION.—A Southern paper—we are glad to observe that our Southern contemporaries are resuming their good humor, even to the making of excotholating conundrums—says there is no doubt about the fact of General Grant having great Northern lights in his Cabinet, for it is well known he has the Hoar-y-Borie-alls there!

The Merchants and the Postal Telegraph. The growth of commerce is vitally dependent upon facilities for the communication of intelligence and the distribution of merchandise. To this is owing the striking fact, everywhere witnessed among civilized nations, that while population increases, we will say, in arithmetical ratio, trade augments in geometrical ratio. This figure of speech may perhaps convey a little more than we mean; but every well informed merchant will admit the fact that within the field of his personal experience, while population may have at most doubled, trade with the same locality has increased in some fourfold, in some tenfold and in some even a hundred-fold; and this result is owing to facilities of supply and return under the rule of steam and electricity.

It is in consonance with this known law that the advantages which the proposed scheme of a postal telegraph holds out to trade are of vital interest and importance to every merchant. The proposition, as set forth in the scheme now before the Committee on Post Offices and Post Roads of the Senate, is not sufficiently broad and comprehensive in its plan to meet a truly American view of the needs and abilities of our future; but under the light thrown upon the question by discussion in the press the legislative mind has made great progress, and we do not doubt that it will advance still further in the right direction if properly